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SOURCE Newspapers as indicated.

YUGOSLAVIA EXPANDS SHIPPING FACILITIES

SHIP LINE REVISES SAILING SCHEDULE -- Verkehr, No 4, 26 Jan 50

The sailing list of the Jugoslavenska Linijska Plovidba (Rijeka) for the first 6 months of 1950 shows changes in the operating frequency of certain service routes. Sailings between Adriatic and Near East ports, for example, which were formerly scheduled every 10 days, are now operated weekly. Sailings to Turkey, with calls at Israeli ports, are scheduled every 28 days, whereas formerly they were made every 20 days without stops at Israeli ports. Trips between Israel and Cyprus, formerly run every 20 days, operate every 25 days under the revised schedule. Crossings between the Adriatic and North America now take place once a month instead of once every 2 months, while South American sailings were changed from one every month to one every other month.

The Jugoslavenska Linijska Plovidba has a fleet of 40 ships with a total of 263,000 tons deadweight. It maintains scheduled passenger freight service between Yugoslav ports, Trieste, and Venice, and North Africa and northern Europe every 15 days. There are weekly sailings to Syria and Egypt, and trips to Turkey, Cyprus, Israel, and South America every 20 days.

PULA TO BE DELIVERED IN JULY -- Slovenski Porocevalec, No 158, 5 Jul 50

The Pula, 3,900-ton capacity ship, was recently completed in Rotterdam and will arrive in Yugoslavia in July.

This will be the first modern motor ship of medium tonnage to run on the relatively difficult Rijeka-Dubrovnik-Algiers-Oran-Casablanca-London-Hamburg-Rotterdam-Antwerp-London line. Ships on this line make possible stops in Split, Trieste, Catania, Palermo, Lisbon, Mostaganem, Amsterdam, and Venice. Thus far, Yugoslav ships have sailed to northern Europe every 15 days. With an addition of the Pula they will be able to visit the above ports more often.

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Slovenski Porocevalec, No 154, 30 Jun 50

The new transoceanic motor ship Pula, a sister ship of the Rijeka, will arrive in Dubrovnik from Rotterdam on 6 or 7 July 1950. It is 187.47 meters long, 14.20 meters wide, and has a capacity of 3,912 tons. On a test trip from 24 to 29 June 1950 it reached a speed of 14.1 knots. The Pula is equipped with five holds, nine electric cranes with a capacity of 3.5 tons, a crane with a capacity of 15 tons, and six passenger cabins.

The Zadar, which is similar to the Pula and is also under construction in the Netherlands, will be completed soon.

RIVER HARBOR NEARS COMPLETION -- Borba, No 145, 19 Jun 50

Vukovar, 18 June -- The construction of a harbor in Vukovar on the Danube will be completed soon. The wharf of the harbor is 350 meters long. The harbor is equipped with crane tracks, railroad tracks, warehouses, transformer stations for the electric cranes, and a movable crane with a capacity of 5 tons. Ships will no longer have to wait 3 days to be unloaded, as 30 ships can be unloaded per day in the new harbor.

The government has spent over 30 million dinars for all the harbor equipment and installations.

SHIPYARD COMPLETES PLAN -- Borba, No 155, 1 Jul 50

Split, 30 June -- The "Vicko Krustulovic" Shipyard in Split completed its half-year plan yesterday, even though the 1950 capital construction plan is 23 percent larger than the 1949 plan. The enterprise repaired the Sinj and built two pontoon cranes and two 250-ton barges. It will launch six cargo steamers within a few days.

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